

22005/106
Design & Access Statement
New Fire Escape footpath, ATC Hedge End



1.0 Context

- 1.1 2428 (Hedge End) Sqn ATC, Turnpike Way, Hedge End, Hampshire, SO30 4QR is the location of a cadet building. It is on land leased from Hedge End Town Council.
- 1.2 In order to meet the requirements of the Defence Fire & Rescue Service (DFRS), a Fire Risk Assessment (FRA) was carried out, and the fire escape from the building was considered inadequate and dangerous.
- 1.3 The team who run the property, South East Reserve Forces & Cadet Association (SERFCA), have appointed Harrington Design Architects to prepare proposals for a new enhanced fire escape form the rear of the building, in response to the Fire Risk Assessment.
- 1.4 This Design & Access Statement has been prepared in support of this planning application.



2.0 Amount

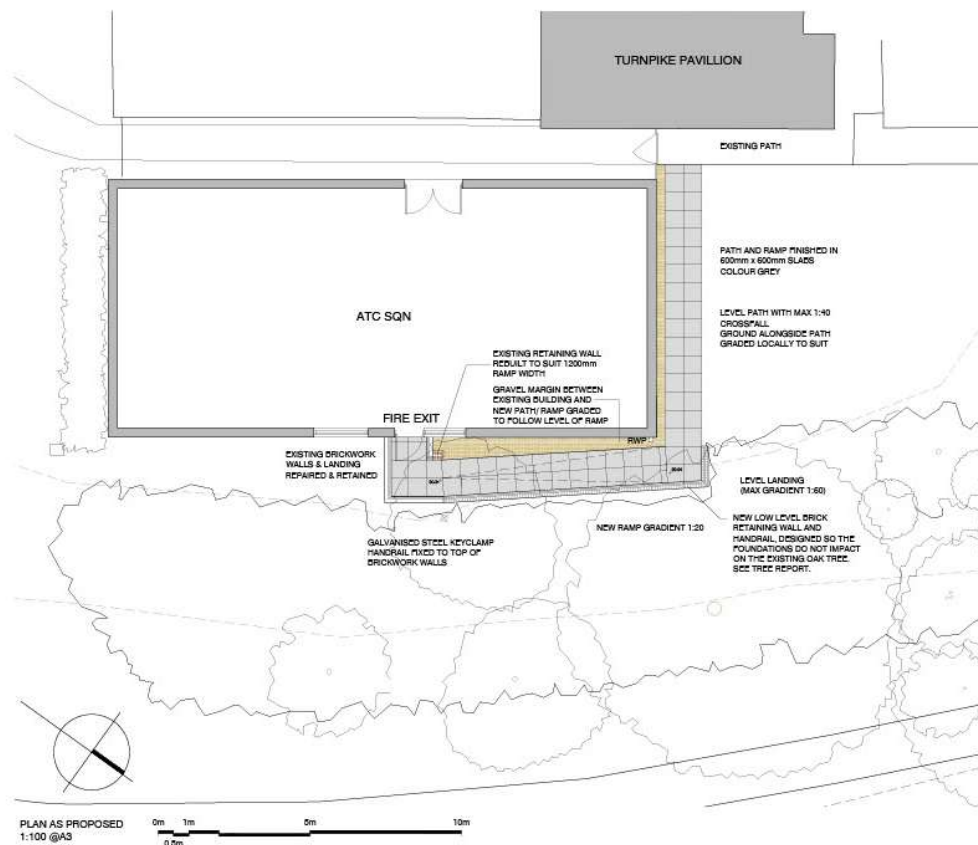
- 2.1 The existing building backs onto a small row of trees on an inclined bank, with shrubs and bushes, which separates it from the public car park.

- 2.2 The footpath currently follows undulating ground to the rear of the building; it comprises a level landing and a few steps to negotiate the change in level, (450mm) around the fire escape, but it is not continuous. The escape route then follows the line of grass on the top of the bank.
- 2.3 The Fire Officer was of the view that this was unsafe in the event of an emergency and was not adequate for taking personnel to their final place of safety.
- 2.4 The planning application addresses this issue, and a new fire escape using solid construction, with a ramp, (negating steps) down to the natural levels around the foot of the building is proposed.



The existing grass fire escape path

3.0 Layout



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- 3.1 The proposed ramp and access path is sited at the head of the grass bank to the rear of the existing building (North West), running around the side(North East), to link in with the existing footpath which serves the building.
- 3.2 The raised landing emerging from the fire exit is to remain; it will be resurfaced and extended to form a ramp (omitting the need for steps) at a 1:20 gradient, to level ground; the ramp will then become an even path linking in with the main footpath that serves the site.



4.0 Scale

- 4.1 The new path is 1.2m wide and 7.4m long returning 10.5m around the building.
- 4.2 The proposed ramp rises 370mm to the level of an existing fire escape stair with retaining walls up to 535mm high. The proposed landing incorporates handrails 1130mm above the proposed landing.



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5.0 Landscape

- 5.1 The proposal does not include any new or revised soft landscaping; this application comprises hard landscaping only.
- 5.2 There was a concern that the new ramp may impact on an existing oak tree in close proximity to the building. To assess this potential concern a tree report has been prepared by an arboriculturist, and the report is included in the supporting documentation accompanying the application.
- 5.3 The report established that there is no risk to the health of the tree should the proposed ramp and it's foundations go ahead. But the report highlights the need for tree protection barriers for the duration of the construction process, and if access is required through tree protection areas these should be protected with scaffold boards, plywood boards or proprietary trackway.
- 5.4 The oak and existing trees to the North East will be unaffected by the works, with the exception of one birch tree to the East of the ATC building. However, the tree has been identified as having little value within the cluster of trees, and therefore should not require special protection measures.

6.0 Appearance

- 6.1 The proposed ramp retaining walls will use brown brickwork to match the existing ATC building and fire escape stair.



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- 6.2 The solid brick retaining walls will run the length of the gradient, Once the path levels out, the retaining walls are not required, so the retaining walls only occur on one elevation, the North East.
- 6.3 Fixed to the top of the retaining wall will be a galvanized key-clamp handrail, acting as a guard rail at a safe height.
- 6.4 The proposed ramp surface and footpath surface will be laid in 600mm square grey concrete pavers, to blend with the existing grey concrete footpath between the ATC building and Turnpike Pavilion.
- 6.5 A gravel margin will infill the area between the footpath/ramp and the building.

7.0 Access

- 7.1 The main access to the building is not compromised in any way by the proposals.
- 7.2 With the introduction of the ramp the evacuation of wheelchair users in the event of an emergency is greatly improved.

8.0 Conclusion

- 8.1 The key elements that comprise this application are as follows:
 - Substitution of current grass fire escape route with hard surfacing to provide an adequately safe emergency escape route
 - Construction of new ramp in place of existing fire escape stair and associated retaining wall
 - Construction of new paved footpath between proposed ramp and existing footpath.
 - Protection of tree roots to adjacent inclined bank.
- 8.2 The proposals are a necessity due to the unsatisfactory nature of the existing grass fire escape path in an emergency, and in our view are appropriate measures, in relation to the appearance of the existing building.
- 8.3 The proposed ramp is expected not to cause damage to adjacent existing trees, due to the application of protection measures outlined in the arboriculturist's report.